

Hongkong Daily Press.

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HONGKONG, FRIDAY, SEPTEMBER 7TH, 1900.

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New Advertisements will be found on page 4.

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WINE SHIPPERS SINCE 1815, who have consigned their Brands to Hongkong for over half a century.

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"SPECIAL BLEND" WHISKY

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Distillations of the

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8.30 a.m. to 9.30 a.m. Every ten minutes.

9.30 a.m. to 10.30 a.m. Every quarter of an hour

10.30 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 12.30 p.m. Every quarter of an hour

12.30 p.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 7.30 p.m. Every quarter of an hour

7.30 p.m. to 8.30 p.m. Every quarter of an hour

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MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

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WATKINS' FRUIT SYRUP WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND REFRESHING BEVERAGE

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OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE),

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FOLDING CANVAS CAMP BEDSTEADS.

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

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WE ONLY SELL Wines of GOOD VINTAGES. Light and low-priced Wines of all descriptions a special feature.

THE AUTHENTICITY of Wine and Spirit sold us is guaranteed independently by the best known Growers or Distillers.

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Apply to the undersigned for Calendar of Vintages and Price List. Immediate delivery will be made of Single Bottles or Cases.

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| CALIFORNIA ZINFARDEL | 5.00 | 5.50 |
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SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES.

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SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

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MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR" METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAUBICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

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DODWELL & CO., LIMITED, General Managers

SHOOTING SEASON, 1900.

JEFFERY & Co.'s 12 BORE GUNS in Case, with Implements Complete, from \$100.

SCHULTZE SPORTING CARTRIDGES.

ELEY'S CARTRIDGE CASES, WADS, &c.

CARTRIDGE BAGS and BELTS.

WATER FLASKS and every kind of SPORTING REQUISITE.

Wm. SCHMIDT & CO.

Hongkong, 21st August, 1900.

[1913] Hongkong, 14th August, 1900.

[221] Hongkong, 10th November, 1899.

[221] Hongkong, 10th November, 1899.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

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GOLD MEDAL PARIS 1878 1889.

of Highest Quality and having Greatest Durability are therefore CHEAPEST.

JOSEPH GILLOTT'S

The Only Award Chicago, 1893

NEEDLES FOR WRITING BANKS

Barrel Pens, 25, 28, 262 Slip Pens, 332, 303, 287, 100, 404, 7,000.

In Fine, Medium, and Broad Points

THE NEW TURNED-UP POINT, 1032, 2831

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 56. For Terms, apply to the

MANAGER. Hongkong, 2nd July, 1900. [1023]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS for FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [1023]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate. A. FONSECA, Manager. Hongkong, 1st December, 1899. [1023]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance. Terms very Moderate.

L. HING KEE, Proprietor. Telegraphic address "HINGKEE." [1913]

VICTORIA HOTEL.

SHAMKUN—CANTON

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.

The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent Cuisine and best Wines.

The Hotel's Boat boards all Steamers on their arrival and departure.

Telegraphic address "VICTORIA, Canton." A. B. C. and A1 Codes used.

MADAM FARMER, T. F. DA CRUZ, Proprietors. Hongkong, 10th November, 1899. [1023]

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MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 174 QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

Established A.D. 1841.

CLARETS.

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| B St. ESTEPHE, Red Capsule | 6.00 | 5.75 |
| C St. LAUREN, Red Capsule | 9.00 | 9.60 |
| D LA ROSE, Red Capsule | 12.96 | 13.92 |
| CHATEAU HAUT BRION LAR- | | |
| RIVER | 18.60 | 19.20 |
| CHATEAU MOUTON D'ARNAIL- | | |
| HACQ | 21.00 | 22.20 |
| CHATEAU PONTET CANET | 25.00 | — |
| CHATEAU LA TOUR CARNET | 30.00 | — |
| CHATEAU RAUZAN | 42.00 | — |
| CHATEAU LAFITE | 48.00 | — |

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents.

A. S. WATSON & CO., LIMITED.

DEATH.

At Shanghai, on the 30th August, WILLIAM TAYLOR, and on the 1st August, BEETIA, the twin son and daughter of Pierre B. PATTERSON, Captain-Superintendent of Police, aged one month.

The Daily Press.

Hongkong, September 7th, 1900

From the long *résumé* which we gave yesterday of the correspondence in the new Blue-book relating to the attitude of the Chinese Government toward the anti-foreign agitators, certain deductions can be made. It seems in the first place probable that the strength of the movement did actually take by surprise the majority of the governing élite, though the extreme conservative Manchian party must have been able to judge with accuracy. Even the Empress Dowager must in the main be exonerated from complicity with the early actions of the so-called "Boxers," though it was of course her invincible ignorance and her disgraceful subservience to the worst influences of her Court which rendered the success of the reactionaries possible at all. The Boxers, it is plain, were by no means well disposed to her personally, and her conduct was inspired largely by terror of them rather than by friendship. This feeling ultimately reached such a height that at the beginning of June she was actually preparing to fly from Peking to Sian-fu to escape the hostile demonstrations against her. Her fears were well justified, for the spread of the Boxer influence synchronised with the complete waning of her power and the substitution of the rule of Prince Tuan, the head of the Society. Prince Tuan's name is not prominent in the official correspondence, but there can be no doubt that he supplied the backbone of the Taungli Yamen, whose attitude can be watched as it changes from one of (outward) regret and dismay at the murder of the unfortunate Mr. Brooks to one of contemptuous indifference and wilful procrastination, on which nothing but open threats have any effect. Seeing this, it is surprising that the Ministers were so sparing in their threats. And yet, if there was ever a situation calling for the application of Sir MICHAEL SEYMOUR's often quoted saying, in 1858, that "nothing but the conclusive evidence of

irresistible force will ever fully satisfy the Chinese Government," it was at this point.

The manner in which the Chinese Government induced England to put up with a belated and totally inadequate punishment for the murder of Mr. Brooks no doubt encouraged the anti-foreign party in their contempt of European diplomacy and strengthened their hold on the reins of government. Then again the shuffling tactics of the Yamen in the matter of the publication of a Decree denouncing the Boxers in the *Peking Gazette* were from the Chinese point of view entirely successful. In March the Yamen for three weeks vouchsafed no answer to an urgent circular letter again demanding this Decree, and they so put off the publication that when at length in a roundabout manner it appeared its effect was nil. And so affairs continued to the end, the Ministers being constantly put off and disregarded, yet unwilling to advise an instant and vigorous demonstration by the Powers. They seem to have feared more than anything lest they should be thought alarmists. It is to the credit of M. PIERON, the French Minister, that he did his best to open his colleagues' eyes, being convinced, from information received from French priests in Chihli, that the situation was graver than it appeared on the surface. Sir CLAUDE MACDONALD on the 21st May wrote to Lord SALISBURY: "As regards my own opinion as to the danger to which Europeans in Peking are exposed, I confess that little has come to my own knowledge to confirm the gloomy anticipations of the French Fathers. The demeanour of the inhabitants of the city continues to be quiet and civil towards foreigners. I am convinced that a few days' heavy rainfall, to terminate the long-continued drought, would do more to restore tranquillity than any measures which either the Chinese Government or foreign Governments could take." Little more than three weeks after this letter was written the Legations were fighting for their lives. Why is it that the French Minister alone should have had the means of estimating the state of affairs correctly?

During the 24 hours preceding noon yesterday there were no fresh cases of plague, or deaths reported.

The Telegraph Companies informed us yesterday morning that a cable has now been laid between Chefoo and Port Arthur and that it was open for service from yesterday.

Mr. Rounsaville Wildman yesterday morning sent us the following typhoon warning, issued

Yesterday morning Mr. Hazeland adjourned the court in order that he might take the deposition of a man who was lying at the Tung Wah Hospital in a dying condition. The man alleged that he had been attacked by a couple of Chinese lads in the Wanchoi district.

The ten Chinese French from the *Kalgan*, who appeared before Mr. Hazeland on Tuesday for refusing duty and were ordered to be forcibly put on board by the police, again refused duty, and on their being taken before the Acting Harbour Master he sentenced them to ten weeks with hard labour.

For refusing to accept a legal fare two richshaw coolies were yesterday fined \$3 each, or 14 days. Almost Ramjahn said that on Wednesday night he wanted to engage defendants' richshaws, which were standing in Queen's Road opposite the entrance to the Hongkong Hotel, but the defendants refused to accept him. He accordingly gave them into custody.

At the Magistracy yesterday a Chinaman was dealt with for cruelly ill-treating pigs. He was landing them from a vessel in a small boat at Kennedytown and had them pecked so closely that there was not room for them to stand, some being in fact placed on the top of others. When loaded it was found that during the transit two of them had their legs broken. A fine of \$25 was imposed.

As the result of a row in the Central Market the other day three scoundrels found themselves charged at the Magistracy yesterday by the owner of No. 54 stall with upsetting it. It appears that a *foi* went to the top to draw some water. The scavenger in charge objected, saying that it was too late. An altercation ensued. From words they came to blows. The friends of each party joined in and the complainant alleged that in the tussle his stall was upset. The hearing was adjourned.

A chair coolie in the employ of Mr. A. M. Marshall, of Plantation Road, charged another chair coolie employed by the Chief Justice (Sir John Carrington, C.M.G.), at the Magistracy yesterday with stealing two jackets. The complainant said that the previous night he carried his master to Mr. McKie's. On returning he saw the defendant, whom he had never seen before, coming out of his quarters with two jackets over his arm. The defendant began to run, but stumbled and fell and the complainant caught him. The defendant's story was that the complainant owed him some money which he lost to him at gambling, and because he demanded it of him when he met him on Wednesday night the complainant charged him with stealing the jackets. Mr. Hazeland was not altogether satisfied with the evidence, and dismissed the case.

A special telegram in the *Japan Times* announces that Sir William Stokes, the eminent British surgeon, who volunteered his services in South Africa, has died at Durban of pneumonia.

A London despatch to a Sydney paper states that the notorious Major Lothaire, the Manager of the Congo Free State Trading Company, has been cashiered. The offence alleged against him was that of ill-treating the natives.

France is not preparing to fight England, remarks the *Paris Figaro*, and in the present condition of the world, what would a coalition against England be like without France? If the month of November is to witness a conflagration, it will be because England wishes it.

Rozario, of the Madras Regiment now in Hongkong, was in a shop in Market Street on Wednesday when a Chinaman pushed against him and took some money—\$1.40—out of his pocket. The soldier seized him and handed him over to the police. Yesterday the man was sentenced to a month's hard labour.

A correspondent of the *Nagasaki Press* writes:—An anti-Japanese association at Amoy appears to be in active opposition, to the Japanese. A notice insisting on the necessity of restoring Formosa to China has been circulated among the members of the association. It is reported that the circular fell into the hands of the British Consul, who made its contents public.

At the last meeting of the Ceylon Legislative Council on the 23rd ult. the Standing Orders were suspended to permit the Ordinance prohibiting the exportation of arms to China to pass its second reading. The matter being one of urgency, the bill at once was taken through its Committee stage, practically without any amendment, passed its third reading, and became law.

Hongkong readers will notice that in the new Blue-book the name of Mr. T. H. Whitehead figures frequently. While at Tokyo, during his journey up to Siberia in the spring, he was in communication with Lord Salisbury on the subject of the proposed landing of Japanese troops in Chihli and the attitude of the British Government in the matter. On the 23rd June he was present at a meeting, convened by the Japanese Minister, of the representatives of the Powers having naval forces at Taku.

Lieutenant-General von Lessel, who comes out with the staff of the German expeditionary force on the *Aschen* and *Hein*, has been connected during a great part of his career with the German General Staff. He obtained his Lieutenantancy in the 2nd Guards Regiment in the campaigns of 1865 and 1870-71. After studying at the Staff College for three years and also acted for a time on the staff of the 3rd Army Corps and of the 7th Division. After some further service in a regiment of the line, he returned to the General Staff as major in 1885. From 1886 to 1888 he was attached to the 20th Division, and from 1888 to 1889 to the 10th Army Corps, then under General von Caprivi at Hanover. Subsequently he was chief of the staff of the 1st Army Corps, and in 1896 he became commander of the 2nd Grenadier Regiment, and in 1897 Major-General in command of the 28th Brigade at Düsseldorf. From 1898 till May 22, 1900, he was acting as Chief Quartermaster, and since then he has been commanding the 23rd Division at Karlsruhe.

At the Magistracy yesterday afternoon Mr. Hazeland resumed his enquiry into a charge of robbery with arms preferred against five men. The robbery, which took place on the 23rd July at Tung Chan Tsing, near Kowloon City, was of a serious character, inasmuch as an old man over 60 years of age was attacked by the robbers, who cut and slashed him in a most inhuman manner. As the result of the treatment he received he has been confined to hospital ever since. It appears that at midnight on the date in question the old man happened to open his door. The robbers, who had evidently been on the watch, rushed forward and because he disputed their entrance into his house they attacked him most savagely. One of his thumbs was cut off, he was gagged about the arm, his face was cut open, and in fact he received such injuries that it is a wonder he survived. Leaving the man unconscious they passed into the house and awakened the man's married daughter. One of the ruffians holding a knife over her head, said he would cut her unless she took off her silver bangle. She obeyed, and another asked her for the key to her box. She said she had lost it. They tried to burst the box open, but not succeeding they commenced to ransack the premises, and ultimately decamped with property to the value of \$80. It appears that while the robbers were rummaging about the house the old man who had been attacked called out to his nephew, who was sleeping in a mat-sheep some 50 or 60 feet away. The nephew went into the house and he was at once seized by the robbers, who asked him who he was. As he made no reply two of the robbers took him to the mat-sheep and fastened him up. One of the robbers threatened to cut him with a knife while the other took off his trousers. When the robbers had gone the matter was reported to the Kowloon City Police Station. Sergeant Clark visited the house, attended to the old man's injuries and had him removed to the hospital. In the meantime word of the robbery had been sent round to the other police stations, and within a few hours five men were arrested with some of the stolen property in their possession. The hearing was adjourned.

Intelligence has reached Calcutta of a disaster to the mail train on the Bengal-Nagpur Railway between Baripada road and Balasore stations, on the section which connects the East Coast Railway with Calcutta. The whole country in that neighbourhood for many miles around has been inundated by floods and the railway embankment has been breached in several places. On the morning of Sunday, the 18th August, the engine of the mail train travelling north was derailed owing to the embankment, which had been softened by the water, giving way, and nine carriages were wrecked. Eleven passengers were killed, among them being an European, believed to be an assistant of Kellner and Co.; twenty-five were injured, including two Europeans.

A Yokohama despatch to the *Daily Mail* says:—The eruption of Mount Asama, the most violent and destructive seen in Japan for many years, has caused a sulphur refinery to blow up. The refinery entirely disappeared, its site becoming a crater, which is still emitting smoke and fire. Of the workpeople only 20 escaped, the rest, women as well as men, met with a horrible death. The officials are among the victims. Many deaths have been caused by the hot springs. The lava from the crater of Mount Asama extends over a wide area; four miles away it is still two feet deep. The heat in the neighbourhood of the crater is enormous, entirely preventing any investigations. It was another volcano in the same district, Mount Bandaisan, that spread disaster far and wide a few years ago.

The *Evening Daily Echo* of the 1st inst. has the following items:—There has been rain at last. It has not come a day too soon, as the crops were beginning to suffer from the drought. A good deal more is wanted, and as the weather is now broken we shall no doubt have plenty. We hear from Kuliang that two foreign sportsmen arrived there a day or two ago attracted by the stories of there being tigers about. Their investigations so far lead them to believe that the animal that has been helping himself so freely to the dogs in the neighbourhood is a leopard and not a tiger. Not a word of information can be got about the headquarters of the beast and it seems unlikely that they will come across him. The natives at Kuliang are not a sporting lot.—Whenever land is being bought on the hill there is always some trouble about the graves, through some of the owners standing out for a price which would reduce the squeezes of the middleman too much. Some such trouble occurred on Tuesday in the vicinity of the Russian Consulate over some ground being bought as a site for a Russian chapel, and there was quite a demonstration of aggrieved natives, every man, woman and child within gunshot running to join in and add to the numbers, noise and confusion. In the end the military had to be sent to the spot to assist the police in restoring order, which was quickly done.

FORMOSA.

Taihoku (Taipei), 1st September.

THE DETENTION OF JAPANESE TROOPS.
I telegraphed to you on the 23rd to the effect that a Japanese military expedition of 1,200 men was being despatched to Amoy. To-day I wired you that they had returned to Taihoku. No explanation can be obtained as to the reason for their sudden change in plans, but the fact remains that after the troops had been actually embarked on two transports specially requisitioned for the purpose, and were about to sail, orders were suddenly received to disembark, and the whole force accordingly returned to Taihoku.

THE GROUNDS OF JAPANESE ACTION AT AMOY.
Several hundreds of Formosa Chinese who have become naturalised subjects reside in Amoy, and they, together with the Japanese residents there, have been constantly threatened by the unruly chieftains among the Amoy Chinese.

On the news reaching the capital of the attempted destruction of the Japanese temple by fire, some anxiety was felt among the authorities as to the safety of their nationals, and arrangements were made accordingly to send over from Kelung a considerable military force. It is quite possible that at the last moment Dr. Goto, the local chief, who was at the time in Amoy, decided that the situation was not sufficiently serious as to require so large a force and that he accordingly wired over recommending that the despatch of the military be postponed.

LOCAL TROUBLE WITH SAVAGES.

The island is quiet and there are no indications that the "Boxer" troubles on the China mainland will spread across the channel. Increasing trouble, however, has occurred with a tribe of savages who occupy the forest district in the immediate vicinity of Taikolan (Poko-lam). After futile attempts on the part of the guards and police along the border to put them in order, it has been decided to send some company of infantry against them. It is believed that this will have a salutary effect and induce them to abandon, at least for a time, their head-hunting rife on the lonely settlers.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *India*, with the next French mail, left Saigon to-day, the 7th inst., at 7 a.m. for this port.

The C. P. R. steamer *Empress of Japan* arrived at Kobe at 4 p.m. on Tuesday, the 4th inst., and left again at midnight same day for Shanghai, where she is due to arrive at noon on Saturday, the 5th inst.

The C. P. R. steamer *Empress of India* arrived at Kobe at 10 p.m. on Tuesday, 4th inst., and left again at 2 p.m. next day for Yokohama, where she was due to arrive at 1 p.m. yesterday, the 6th inst.

The O. & O. steamer *Doris*, with mails, &c., which left here 16th August for San Francisco via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 3rd inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

Amoy, 6th September, 7.50 p.m.

AMOY NEWS—IMPROVING SITUATION.

The Japanese have arranged to embark at night and the British in the morning. The people are returning. Business is at a standstill, but all is quiet.

SHANGHAI, 6th September, 8.40 p.m.

GERMAN TROOPS AT SHANGHAI.

500 German troops landed to-day. They are very fine young fellows. They were played to quarters by the Indian bagpipers.

THE MISSIONARY REFUGEES.

Chungking reports that 40 Kueiyang missionaries have arrived all right. 60 from Kansu are overdue, causing anxiety here.

THE RUSSIANS AT NEWCHWANG.

The Russians are reported to have restored the Newchwang Customs to China.

LONDON, 5th September, 3.55 p.m.

FRENCH COMMENDATION OF ADMIRAL SEYMOUR.

The report of Admiral de Marolles highly compliments Admiral Seymour's conduct.

U. S. PEACE COMMISSION.

Mr. John Foster has been appointed third United States Peace Commissioner to China.

[Mr. Foster, the well-known American jurist was special advisor to Li Hung-chang when he was appointed peace delegate to Japan in 1895.]

THE WAR IN SOUTH AFRICA.

LONDON, 5th September, 8.35 p.m.

BRAVE DEFENCE OF LADYBRAND.

3,000 Boers have besieged the Ladybrand. The Boer charges were repulsed. It is unofficially reported that the siege has been raised.

REUTER'S SERVICE.

LONDON, 3rd September.

THE WAR IN SOUTH AFRICA.

Lord Roberts has sent a column to assist General Buller, who, in advancing on Lydenburg, finding Commandant Botha strongly posted with big guns, was unable to turn the position.

Five commandoes have surrounded Ladybrand, and the garrison is hard pressed. General Buller is hastening to their relief.

FRANCE AND RUSSIA.

The Tsar has conferred on President Loubet the Order of St. Andrew, accompanied by the most cordial autograph letter.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The German transport *Aschen*, with troops from Bremerhaven, arrived yesterday in the harbour. The *Aschen* and the *Huik* are bringing out the staff of the German expeditionary force for China. They will be followed by the *Strasbourg* and *H.E. Meyer*.

The transport *Nankin* started for Bombay again yesterday.

The French gunboat *Didée* (345 tons, 10 guns) and the transport *Sinai* (31 officers and 896 rank and file) arrived yesterday afternoon.

NEWCHWANG.

Further particulars, as detailed by witnesses of the attack on Newchwang on the 23rd, (of which we have already published a brief account), show that the Boxers and the soldiery were kept at the houses and courtyards of the mandarins and leading merchants until they could be reinforced sufficiently in their own opinion to make a successful onslaught upon the foreigners in the town and beyond. In this they were altogether disappointed, for it was early in the morning when the alarm was raised, and by dawn every one was on the *qui-vive*. Messrs. Butterfield and Swire's assistants, Messrs. Edgar and West, were aroused, and Mr. Lister gave the alarm to the Russian consulate. Thus fully alive to the situation they "stood by" to await developments. It was fully a quarter past seven before the Boxers started to move onwards, and amid the waving of swords (with which alone they were armed) swept on towards the barrier on the Bund opposite Mr. Edgar's former bowling alley. There they made a determined stand until they were compelled to beat a retreat before the fully armed volunteers whose shots were sure and had a telling effect upon the

enemy. Their leaders were the first to fall, and that disheartened them, causing them to flee in all directions. The Russian sailors joined in the defence, and they, with the volunteers, saved the situation. The Russian gunboat fired over the city, and at the retreating soldiers as they ran beyond the mud wall over the open plain. Then both Boxers and soldiers made for the forts, and a great slaughter followed; the Russian shells meeting them and bursting between their ranks simply played havoc with them. It was towards the end of the battle that the British, and other allied troops, entered Newchwang, but beyond the pursuit of a few stragglers there was practically nothing to be done but await a second attack. That however never came, and the enemy has not been seen since for miles round. It has been estimated that there were eleven Boxers killed, and 50 wounded. The Boxer leader was handed over to the Russians, who had him shot by a firing party in the usual way. A somewhat amusing story is told of a volunteer who was attired in side arms, and who was seated on the barrier above-mentioned, with six others not so armed, just as the enemy was approaching. "Let us charge, and bayonet them," cried he, and they all rose to fall in line, when to their intense dismay and amusement found they were without side-arms.

THE N.S.W. NAVAL CONTINGENT.

The other day we gave a few particulars regarding the career of Captain Hixson, R.N., who now commands the New South Wales Naval Contingent in the North, and inasmuch as the appearance of the Colonials here has aroused considerable interest, a few particulars concerning the history of the Naval Brigade, taken from the *Sydney Mail* of August 11th, may not be uninteresting.

The Brigade was enrolled in 1893, shortly after Captain Hixson relinquished his connection with the Navy, and he was appointed to command the force, and has been its popular head ever since. The first muster was on Flag-staff Hill, when the force only numbered 20 men. Small as the beginning was, it soon gained in strength. The membership increased year by year until the Russian scare of a few years ago, when it numbered over 600.

In the year 1886 the Naval Artillery Volunteer Company was placed under Captain Hixson's command. This corps had been formed for the purpose of manning H.M.S. *Volcano*. At that time the vessel was taken periodically for short trips to sea. While under Captain Hixson's command complimentary reports from several of the Admirals on the station from time to time as to the general efficiency of the brigade were received. The vessel on becoming obsolete was sold out of the service.

The combined naval forces under the captain's command number between 500 and 600 men, and they are universally popular.

The command of the force in China devolves on Lieutenant Gillespie, R.N., of H.M.S. *Mikawa*. At Hongkong Captain Hixson was to report the arrival of the N.S.W. contingent to the senior officer of the station, Sub-Lieutenant S. Lambton, R.N., and J. G. Lindeman, R.N., go with the contingent as special service officers.

Among the officers in the brigade are three of Captain Hixson's sons, two of whom have been appointed to the commands of the companies. Another of the captain's sons is in command of the naval force at Newcastle. Each of these officers joined the ranks as a junior member, and rose up by steady application and study.

The strength is 216, to which a stretcher bearer company of 16 and a party of marines 24 strong have been added.

It has been decided to make an advance of one month's pay to each man, so that some provision will be made for their wives or families. The rate of pay is understood to be 7s. 6d. per day.

THE N.C. DAILY NEWS CORRESPONDENT WRITES:—

The events of the past few weeks have changed the aspect of things in Weihaiwei. On the mainland the Chinese Regiment has disappeared leaving behind it empty barracks and quarters, with a slowly growing detachment of recruits. For a few days one of the new empty buildings was occupied by a company of the 24th Punjab Infantry, numbering between sixty and seventy men. Later these men were replaced by ninety odd men of the 1st Madras Pioneers. From Flagstaff the Marines have gone to join the Naval Brigade with the Fokling Relief Force, a few Indians taking their place. On the island, on the other hand, all is life and bustle. The naval people have taken the iron pier in hand, and are decking it with timber. Divers are busily engaged removing the remains of old barracks from the immediate neighbourhood, so that the new and more solid of deep draft may come alongside. This work was started by Admiral Seymour on his return from Tientsin. A thousand pities something had not been done earlier—a remark that applies to many things in Weihaiwei besides the pier. To the seaward, on that part of the island under exclusively military control, a new stone pier to give a depth of three or four feet at low water is rapidly approaching completion. This is intended to facilitate the landing of stores for the use of the land forces. To the east of the town on the island and to the west of the East Village, is a great camp, canvas on every land.

THE RUSSO-CHINESE FRONTIER.

The St. Petersburg correspondent of the *Times* supplies the following information about the fighting on the Russo-Chinese frontier.

St. Petersburg, 5th August.
General Grodekoff telegraphs details of the capture on July 23rd of the important Manchurian town of Sianjing at the junction of the rivers Sungari and Mudan Zian. The Chinese commander not having answered General Zakhovoff's summons to surrender, the Russians bombarded the town from 6 in the morning till 1 in the afternoon, while at noon the Cossacks crossed the stream up to their necks in water and drove back from all points the Chinese to the number of 4,000, who were actually supported the enormous and obstinately opposed the advance of the Russian infantry. Every possible cover, finally throwing down their arms and running away. The Russians took 32 guns, including 14 fieldpieces, and had only one killed and six wounded, while the Chinese loss was naturally enormous.

A telegram from the Trans-Baikal frontier reports the arrival at Tseronkhait of the engineers and workmen of the 5th section of the Manchurian Railway, conveyed by a column of Cossacks. On the way they lost four men killed by several volleys fired at them by Chinese, who also fired on an envoy with a white flag, but eventually permitted the Russians to proceed through the pass of Hinggan on their production of a letter from General Pao.

The Governor-General of Turkestan reports from Kuldja that during the last few days the Chinese have provisioned their fortresses from Government stores.

General Orloff, whose detachment is operating between the Trans-Baikal frontier and the Manchurian town of Hailar, reports an encounter of Russian patrols on July 28 with the enemy's outposts and the disposal of the Chinese by a detachment of Cossacks, who captured 24 oxen and various.

General Grodekoff telegraphs on August 1:—The Chinese continue to bombard the station of upper Blagovestchensk and the camp. From 5 o'clock that morning the bombardment of Blagovestchensk had ceased, but the Chinese continued to shell the Russian bank of the river. Evidently the Russians have not yet been able to drive the Chinese from the other side of the Amur.

The Council of War has ordered all troops on service to travel at the rate of 200 miles every 24 hours by railway, 67 miles by boat, and 33 miles by road.

St. Petersburg, 5th August. A telegram despatched by General Grodekoff from Khabarovka this morning and received here within three hours announces the capture of the strong Chinese position and town of Aigun, opposite Blagovestchensk, last night, after an obstinate resistance. The Russians are pursuing the enemy along the road to Tsitsihar.

The General Staff continues to receive information of agitation and alarming rumours in Kaskhar and Kuldja. The Kalmuck nomads to the south of Kuldja are supposed not to sympathize with the Chinese agitation against the Russians. With regard, however, to the great majority of the Mongolians, who could furnish some 50,000 horsemen, it is still an open question as to which side they are likely to favour or whether they remain indifferent. Kalmucks, Kirghiz, and Solons are being sent to New Siberia, while Chinese regulars are marching from Shibo.

A temporary Russian administrative government is already being introduced into Samsung.

THE RUSSIAN ADMINISTRATION OF NEWCHANG.

Admiral Alexieff's proclamation stating the regulation for the Russian provisional administration of Newchwang was issued last month. The main items are:—

CHIEF OF THE ADMINISTRATION. The head of the Administration is the civil Administrator appointed by the Commander-in-Chief of the Kwantung province and its troops, and confirmed by the Imperial edict.

OFFICERS OF THE ADMINISTRATION. The civil Administrator is assisted by a council with the consulting power which will be called in case of need as follows:—Commandant of the place, representative of the Consular Body, representative of the Foreign Merchants, representative of the Chinese Guild, Commissioner of Customs, and Sanitary Inspector. The said Council is presided over by the Civil Administrator, or in case of his absence by the Commandant of the place, who will also replace the Civil Administrator in case of sickness. The Civil Administrator will also be assisted by the Town Council, consisting of the representatives of the native merchants, to meet the views of the local merchants and inhabitants.

To assist the Civil Administrator two secretaries are appointed, as well as the following offices to manage the various branches of the Administration: 1. Chief of the Police, 2. Revenue Inspector and Treasurer, 3. City Judge, and 4. Sanitary Inspector, also a necessary staff, of interpreters.

For the purpose of defending the place against any emergency as well as securing regular traffic of goods overland and by river, there is appointed a Commandant of the place. All troops situated in the place will be under his orders, except those detached for the police service. The right of command of the Commandant will be regulated by special orders of the Commander-in-Chief.

THE CUSTOMS. The Chinese Maritime Customs coming under the supervision of the Imperial Russian Government will maintain its previous organization. The rights of the staff as regards their service and salary remain without change. As in the meantime the Russian Government is responsible for the Customs revenue, it will be represented in the Customs service by appointing a Commissioner whose rights will be regulated by special order. In the Maritime Customs to establish a special Customs Department, to collect duties from the Chinese trucks and merchandise, which income does not go to the general Customs revenue but is held at the disposal of the Civil Administrator. The chief of this department to receive an additional salary.

The remainder of the proclamation deals with Courts of Justice, Finance, etc., etc.

MISCELLANEOUS.

Brigadier-General Cummins and Staff left Calcutta in the *Wardha* (second trip) on the 29th August.

The Commander-in-Chief has received the following telegram from Lord Roberts:—I am delighted to hear from London that the 1st Bengal Lancers are ready to march themselves by a successful charge on the Chinese standards. The Army in South Africa heartily congratulate their Indian comrades.

The transports *Albatross*, with the *Vickers* Maxim Battery on board, and the *Landwehr*, with the *Ullrich* Imperial Service Infantry, left Calcutta on Monday last for China.

Captain England, 1st Royal Fusiliers, and Captain Orchard, 15th Madras Infantry, proceed to China on special service in addition to the officers already despatched.

Mr. Burdett-Coutts's melancholy view of the South African hospitals is still lightened by humorous touches. A lady nurse, rushing feverily to her patients in a Cape Town hospital ward, found her favourite soldier, fast asleep. Placed to his right was a heap of paper on which he had laboriously scribbled, "To be killed to-day respectfully J. M."

NOT BEYOND HOPE.

Those who have suffered year after year with Rheumatism will be glad to hear of a remedy that has proved an absolute specific. There are no conditions of Rheumatism; no matter how severe nor from what cause, that cannot immediately be relieved and permanently cured by Little's Oriental Balm. People who have tried a hundred remedies, liniments, and doctors are apt to be resigned to their fate. They come to believe that there is no such a thing as a cure for Rheumatism. They have been disappointed so many times that another trial seems almost blasphemous. To all such we say, try Little's Oriental Balm faithfully and patiently, and you will soon rejoice at the return of your precious health. Many a person was cured through Little's Oriental Balm by the use of a single bottle, others used from 3 to 5 bottles to obtain the same result. In only very rare and exceedingly obstinate cases were more than 6 bottles necessary. Sold at 1s. 10d. per bottle. Agents for Hongkong:—THE VICTORIA DISPENSARY, LTD. 1882-3

THE NEW ROYAL NAVAL CANTEN.

OPENING BY MRS. POWELL YESTERDAY.

Nos. 1 and 2, Blue Buildings, Praya East, which have been fitted up as the new Royal Naval Canteen, were formally opened last evening by Mrs. Powell in the presence of a large company, including H.E. the Governor (Sir Henry Blake, G.C.M.G.), Lady Blake, Miss Blake, and Viscount Sutherland, Commander Powell, the Misses Powell, and Mr. E. C. Mott, R.N.; H.E. Major-General Gascoigne, C.M.G., Mrs. Gascoigne, and Captain the Hon. H. W. Trevelyan; Colonel the O'Gorman; Bishop Hoare, the Rev. Father P. de Maria, Chaplain Good, the Rev. C. Bone, Colonel Brown, Major Everett, Commander Plenderleath, Deputy Inspector General Bolton, the Hon. Basil Taylor (Acting Harbour Master), the Hon. J. J. Keewick, Mr. D. Gillies, and Mr. Owen Ordish. The interior of the building was plentifully decorated with flags, and the band of H.M.S. *Argonaut* was in attendance and gave selections of music.

The new premises are a distinct improvement on the old one in Queen's Road West, India, as regards situation and internal arrangements, everything having been done to provide for the recreation and comfort of those by whom they are to be frequented. There are two blocks, one being for the chief and petty officers and the other for the men. Both are provided with billiard tables, bars, reading rooms, dining rooms, and bedrooms and baths, whilst behind the men's block a fine bowling-alley is being got ready. Mr. J. Board is the manager.

After Mrs. Powell had formally opened the door leading into the men's block, the different rooms were inspected and came in for a considerable amount of praise.

Subsequently Commander Powell addressed a few words to the company. After expressing his pleasure at seeing so many ladies and gentlemen present, he said the Institute was started in 1897 in the old premises in Queen's Road West, which went for some years under the name of the Royal Seamen's and Marines' Club. It was thought advisable afterwards to change the title in order to make it uniform with that at Malta and to try to get a uniform title for all the places of a similar character which they had scattered about the world. When he came here at first the idea was to build a larger building, but they could not find a site. There was an idea after the extension of the dockyard they could get room for a building facing Hatterfield and Swire's offices, but they were informed that the space would be required by the Victoria Recreation Club, and that idea fell through. They then consulted with the people who had the letting of houses, and Mr. Chatter and his company offered them these premises. First of all they asked for one block, the price of which was \$80,000, but that would have hardly given them more accommodation than the old place, and ultimately they agreed to take the two for \$120,000. At that time they had some \$30,000 in the bank and the Admiralty gave them \$30,000, which they promptly changed into dollars. This made about \$60,000. The Hongkong and Shanghai Bank had very generously given them 5 per cent interest on this, and agreed to advance them what they required to make up the \$120,000 which they required at 5 per cent. The fittings, etc., had cost something like \$25,000, which made about \$85,000, which they required from the bank. In connection with the premises were four godowns. One was to be made into a bowling-alley, two others were rented by the C. P. R. Company, and they would have a great deal of accommodation would go towards meeting the deficiency. Then the Admiralty had promised them another \$1,000 if they would raise a like sum among themselves, and he hoped they would be able to do this before the end of the financial year. The Colonial Government had come forward and very kindly promised them \$300 a year. He asked them to remit the rates and taxes, but was told that that was not possible, although if a military officer took a house that he entitled the owner to their remission. As present the rates and taxes would amount to about \$1,200 a year. They proposed making their own mineral waters, and if anybody wanted to come to a good place for mineral waters they could not do better than patronise them. They could be supplied at 40 cents per dozen. One other thing which they wanted was a pier, where men could land from the ships and return to them without having to pass other institutions which existed about the town and which might not be of so respectable a character. After observing that by and by they would be able to provide some 200 or 250 beds, the Commodore concluded and expressed his thanks to those who had attended for their presence.

His Excellency the Governor congratulated them most heartily on the opening of this institution. He thought an institution like this was very much required. The Commodore had let him have it rather hard about the question of taxation, but he thought on the other hand when they remembered that the Colonial Government had made a present to the Navy of something like \$1,500,000 and all the land they had got for the extensions, no one could complain of their want of generosity to the Navy. (Hear, hear.) He thought this was the best proof he could give them that it was not for want of sympathy with them that he had refused to remit taxes which really he had no right to remit. He thought that almost the last thing which Lady Blake had before they left Jamaica was to start a fund and put it into the hands of the Commodore and General for the express purpose of starting such an institution as that for the benefit of the men coming over from Port Royal which did not possess any respect- able accommodation. Their excellent mineral water man- ufacture had obtained large dimensions and turned out a large amount of mineral waters in the future he would give them a distinct promise that their assessment should not be increased. He again congratulated them heartily on their new premises, and he wished the institution every success in the future. The proceedings then terminated.

EXPORT CARGO.

Per steamer *Rhipoeis*, sailed 26th August, For London—4,902 boxes—102,943 lbs. scented caper tea, 4,290 boxes—90,090 lbs. Congou tea, 3 half-chests tea from Amoy, 13 boxes (particulars unknown), 3,547 bales lamp, 150 bales waste silk, 120 bales canvas, 130 rolls matting, 7 bags ore, 45 bags shell, 80 cases shell, 72 cases cigars, 100 cases fans, 5 cases cow-hair, 10 cases essential oil, 161 cases Chinaware, 34 cases blackwoodware, 15 cases feather dusters, 4,190 cases preserves, 601 cases preserves, 390 pkgs. flower bulbs, 10 pkgs. personal effects, 30 pkgs. sundries. For London, opt. Manchester—150 bales waste silk. For London, opt. Hamburg—250 bales waste silk, 227 bales canvas. For London, opt. Amsterdam, opt. Hamburg—50 bales feathers. For Liverpool, 1 case lychees. For Glasgow—4 pkgs. sundries. For Dundee—50 cases preserves. For Hamburg—4 cases shell. For Buenos Ayres—150 pkgs. tea.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

IN MEMORY OF THE DEAD IN SOUTH AFRICA.

SAVILLE CLUB, 107, PICCADILLY, W. 3rd August, 1900.

TO THE EDITOR OF THE "DAILY PRESS." SIR,—I feel sure that your readers will be interested to learn the progress of a scheme, supported in every quarter of the world, to commemorate the dead, from all parts of the British Empire, who have fallen in the South African War. For the inception of this plan I can claim no credit whatever; but it has been handed over to me by its originator to be developed on the widest possible basis. I therefore venture to ask you for a small portion of your valuable space to lay before the English-speaking public a short sketch of the arrangements now in progress. Least I should seem premature, let me say that I write now for two reasons—first, because so large a scheme needs long and careful preparation; secondly, because I think it of great importance that there should be no risk of the attention of the public being distracted, by other possible suggestions, from the plan that has already received a support which may fairly be called not merely national, but in the widest sense imperial, as you, sir, will be in a position to judge from the lists which I enclose herewith, strictly for your private information.

A very widespread expression of sympathy has been obtained for the broad general principle that the names of all our dead should be in some way permanently preserved in an appropriate building in London, whether they were British-born, or whether they came from the Colonies, whose assistance in this campaign has marked the birth of a coherent and united Empire, in which every part is ready to share in the common responsibility and to bear the common burden. In order to give this feeling a practical form a large number of gentlemen have signified their willingness to become members of what may be called the First General Committee, a body that is drawn from a very wide area and will carry authority wherever the English tongue is spoken. Its numbers are not yet quite completed, but it is already fully representative of the present Cabinet, of both Government and Opposition in the Upper and Lower Houses of Parliament, of every branch of religious thought, of the Privy Council, of the Lords Lieutenant of the London County Council, of Art and Letters, of the learned Societies, and of every Colony under the British flag.

The objects of this Committee have already been received with approval in the highest quarters, and at the proper time, probably within a few days after active military operations in South Africa have ceased, I shall be at liberty to ask you to publish the names of its members.

After the first general meeting has enabled us to distinguish the plan most likely to commend itself both in the Colonies and at home, I shall hope to lay before you details as to the form this Memorial will take, the site suggested, the method of raising funds, and other matters on which it is impossible as yet to dilate. If I seem unnecessarily vague now, I can but plead the great importance—as it appears to me—of not starting so large a project with any hard and fast ideas, and of not saddling a Committee with any stereotyped recommendations that might—in some cases—repel a large section of the public sympathy. But in the interval, before any definite conclusions have been arrived at apart from the general acquiescence of a large and representative body in the fact of a future memorial to be built in London, I shall be very glad of any suggestions in the shape either of warning or advice.

I think I need hardly say more to commend the attention of English readers to the broad principle which the Committee has been organised to support, and I look forward to the day when, under the sanction and authority of their names, a definite and fairly detailed scheme can be brought forward, after the close of the War.—Faithfully yours, THEODORE A. COOK.

THE UNITED STATES IN CHINA. Mr. Josiah Quincy, writing in the *Contemporary Review* under the above title, says:—While the United States has recently entered upon a policy of insular expansion, both in the Pacific and Atlantic oceans, it would be a great mistake to infer that we desire more territory wherever we can get it, or that because we are in the Philippines—and even now one of our great political parties favours a practical withdrawal from these islands—we are going to become engaged in the general politics of Asia, or to throw our weight into her political scales, except to the extent of safeguarding, as far as possible, our own commercial interests. To put the matter more plainly, if as some of the best informed authorities are approaching in Asia—first, a struggle between Russia and Japan over the control of Korea, and second, a larger but perhaps more remote, conflict between Great Britain and Russia as to the advance of the latter power in Asia, and ultimately as to the possession of India itself, already threatened by the rapid growth of Muscovite power and influence upon its borders—the United States, wherever the sympathies of a majority of her people might be, should, and doubtless will, maintain a strict neutrality. The development of her own colonial territories, together with the maintenance of the Monroe doctrine throughout the Western hemisphere, affords a large enough scope for some time to come for her ambitions. As to joining with England or with Japan, or both, in settling the politics of Asia, while we are not, would be to allow ourselves to be used to promote world's peace. The only third course would seem to be the practical control of China by Russia—and this is threatening.

Commercially, the United States has a definite policy in Asia, that of the open-door, and she will doubtless join with any Powers which have the same policy so far as diplomatic action within reasonable bounds is concerned; political-

ly, neither having nor desiring any territory upon the continent of Asia, she should keep entirely free from the governmental complications of the Orient. By so doing we shall not only best preserve the interests of our own people, but may continue to occupy such a happy relation to all the other Powers that when the Asiatic crisis comes, if unfortunately it does, we may be able to render a great service to the world by mediating between the horrors of the present situation in China, may at least come that better understanding of one another, that large regard for the interests of all, which may establish a lasting and assured concord among the Powers now allied in the interests of Western civilisation. China and Asia are large enough to satisfy the reasonable ambitions of all of them.

THE DEMAND FOR COAL.

The British and Continental press are paying considerable attention just now to the question of coal produce in England, Australia, Japan, and other parts of the world where that commodity is to be found. On the one side it is openly asserted that France, Germany, and the other powers are making heavy purchases of coal from England, and storing them up "to be used in some future time in their warships in the event of any great naval struggle"; on the other hand it is put forward that, far from the storage being made for any such warlike purpose, it is the outcome of commercial enterprise and speculation at a time when passing events make it necessary to replenish the various stocks both at home and abroad, and keep them well stored. One journal states that "the constant rises in the price of coal are threatening England with the most serious famine she has ever known"; another calls upon the Government to legislate upon the subject, and forbid the enormous consignments of English coal from being shipped to France and Germany; a third states categorically that France has made a hand some bid for the purpose of purchasing the new Kentish coal project, which has in view the development of the mine shortly to be opened up in Kent. "Every rival nation," says a London daily "is clamouring for our coal, and the exports are increasing to an extent never before known. The French, Germans, Russians, and others know that coal means wealth, and they are prepared to pay at substantial rates. Hence, English coal today is blazing in the workshops of Calais and Hamburg and St. Petersburg, while the English workmen have to face empty furnaces." A brief tale will show the increase that is taking place in the export of coal during the first five months of the last three years. The actual exports were in 1898, £6,449,400; 1899, £5,760,935; 1900, £14,239,355. Germany has recognised that in exporting coal, whatever source of potential wealth. The Government has ordered the State Coaleries that when they enter into fresh contracts they shall give the preference to home consumers. Accordingly, the coaleries have decided not to accept any new orders from France, and a very few orders from anywhere else. All over the world English coal is today being heaped up by rival Powers against England. Our hard coal is the best in the world, and the other Great Powers know it. They are buying steadily, filling their store-houses and arsenals with it.

This is a very good thing for the owners of Welsh coal fields. They are reaping princely profits from the national distress. The price of their shares is bounding up, and one well-known firm alone must have cleared not far supplies were unlimited we might look on the matter without much care, but even the English coal fields will not last for ever. It may not be very many years before large tracts of what are now most profitable fields will be no longer economically profitable to work, and we can stand many things; but, once such factors, our commercial position goes with it. The colliery owners have looked very well after themselves. The time has come for the country to protect itself. What form this protection must take remains yet to be seen. The most generally favoured plan is a heavy tax on all exported steam coal. France once feared this, and in 1861 induced England to agree to impose no such tax for ten years from then.

In the Lancashire mining world, the owners are actually dictating their own terms to great corporations like the London and North Western Railway Company, for the first time, it is stated, for over a quarter of a century, and matters have come to such a pass that the aid of Parliament is to be invoked.

A STOLEN CHINAMAN.

It may not be generally known, says the *Daily Chronicle*, that Dr. Moorhouse, Bishop of Manchester, once stole a Chinaman, but the offence was committed in his Australian days when he was Bishop of Melbourne, so that he is probably saved by the Statute of Limitations. The *Free Press* of Melbourne discovered a promising young Mongolian named Cheok Hong Cheong, trained him in their theological hall, helped him to the degree of B.A. at the Melbourne University, and made him an elder of the Kirk. But one evening, Mr. Cheong happened to speak at a missionary meeting, with Bishop Moorhouse in the chair, and he spoke with such remarkable ability that the chairman was deeply impressed. Shortly afterwards it was announced that Mr. Cheong had been appointed superintendent of Church of England Missions to the Chinese in the diocese of Melbourne. There was naturally a noise in the Presbyterian camp, and sharp protest was suggested, but Mr. Cheong passed from the Free Press to the Anglican fold with Oriental security.

Mr. Cheong still holds the office to which Bishop Moorhouse appointed him, and he has just delivered a lecture on "The Reconstructive Forces of China." He admitted there was something apparently anomalous in this title, as the destructive forces seemed to be most in evidence at present. Nevertheless, he was confident that amid these adverse circumstances China retained the remarkable vitality which had characterised her through the ages. Her people were found all over the East, and in the vast regions of Burma and the Malay Archipelago the bulk of the trade and commerce was in their hands. There was abundant evidence that the Chinese people had lost none of their traditional intelligence, energy, industry, and enterprise. The lecturer summed up three great reconstructive forces of China in the words, Christian missions, Christian healing, and Christian literature. Mr. Cheong speaks English wonderfully well, but with a pronounced Scottish accent.

The Russian Army would seem to be a little mixed in its notions of music. It is in the regulations, at least, so we learn from "Le Republicain"—that for the future the troops shall advance to the charge singing. But, like Mr. Gilbert's grenadier, the Russian soldier shrinks monotonously. Each company is to have its own battle song, and as no two are to be alike, the vocal discords of a Russian battalion at the charge should be scarcely less formidable than their bayonets.

THE RUSSIAN FINANCIAL CRISIS.

Various reasons are being put forward, writes the Moscow correspondent of the *Westminster Gazette*, for the present crisis in the Russian money market. M. de Witte's experiments with the gold standard, whereby the price of the silver or paper rouble was fixed at 86 2-3 kopecks, the security of gold resulting from the war in South Africa, and the bogus crisis of last year, which to a great extent destroyed public trust in commercial securities, are some of the causes assigned by men who are supposed to know. Perhaps all these, and others besides, have played their parts, but I believe that the last named has been the most powerful factor in the situation.

M. de Witte's financial genius is universally recognised, and I have not the slightest intention to set myself up as one of his critics. However, the best and wisest of men are liable to make mistakes, and not a few are of the opinion that M. de Witte made one last year.

The Ministry of Finance issued some very strict rules regarding the securities to be accepted by the Imperial Bank against advances made to other banks. These orders were tantamount to a diminution of credit by the Imperial Bank, and, that being so, other banks were forced to follow the same policy in dealing with their clients. This resulted in what I have for convenience called a "bogus crisis," for on "Chang's" prices at once depreciated to a very considerable extent. After a time the Imperial Bank began to buy up some of the depreciated securities at a very low figure, and these, as a direct result of their having been taken in hand by the Bank, immediately rose in price. Then the Imperial Bank sold out at an immense profit, having made a very successful speculation; but public confidence had received a severe check, and prices have been getting worse ever since. It is true that there have been temporary stands made, but on the whole, the tendency has been downward.

Already many good firms of long standing have come to grief, bringing hosts of other failures in their train, and still the black list increases. A sense of insecurity and fear that something yet much worse may happen have caused vast sums of money to be withdrawn temporarily from the market. The extent to which this step has been taken all over the country may be imagined by taking Moscow as an example. I have it on good authority that about two months ago eight hundred and twenty million roubles, most of which was formerly in currency, had been lodged in the Moscow branch of the Imperial Bank for safe keeping, an account, it is needless to say, yielding no interest.

To add to former difficulties, the Boxer trouble which has broken out in China has had a depressing effect upon the market, and the sudden death of Count Muraviev, the Foreign Minister, has served to make bad worse. The present financial position of the Russian market is doubtless in a sufficiently critical state to give rise to the gravest anxiety.

YABARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.

(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL ANNUAL OUT-PUT

PORTS OF EXPORT:—

THE celebrated Yabari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otsu, Maruma, Shanghai, Hongkong, and other principal ports.

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HUGHES & HUGH, Agents for Hongkong.

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1900. 1765

CARBOLINUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTMANN & CO.

Hongkong, 21st August, 1897. 1763

FOR SALE.

FIFTY YEARS OF PROGRESS.

THE JUBILEE OF HONGKONG

AS A BRITISH CROWN COLONY.

BEING AN HISTORICAL SKETCH TO WHICH IS ADDED AN ACCOUNT OF THE CELEBRATIONS OF

21st to 24th JANUARY, 1891.

AND A DESCRIPTION OF THE INDUSTRIES OF THE COLONY.

Royal 8vo, 48 pages. Price 8s. Cash.

The Booksellers or Daily Press Office, Hongkong, 27th January, 1891. 1767

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price 5s.

To be had at Messrs. KELLY & WALSH, LTD. Daily Press Office, Hongkong, 28th October, 1898. 182

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER. From Hongkong to Wuchowfu, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents. Cash. Hongkong, 1st April, 1897. 148

ON SALE.

DEMIO OCTAVO, p.p. 248, Price, \$2.50.

WARLIKE EXPLOITS OF THE MEROHANT NAVY, by J. FETHERSTONHAUGH. Published at HONGKONG DAILY PRESS Office, and to be had from all Booksellers. Hongkong, 21st December, 1894. 1823

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CLYDE" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—From London, ex s.s. *Rose and Oriental*. From Zanzibar, ex s.s. *Cannara and Kohinar*. From Persian Gulf, ex s.s. *Alma and Hosianna*. From Madras, ex s.s. *Ellora*.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. H. MARSHALL, Acting Superintendent. Hongkong, 1st September, 1900. 1

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTONI UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship

"BISAGNO,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Punctual Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents. Hongkong, 3rd September, 1900. 17

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"HAMBURG,"

OF THE HAMBURG-AMERICA LINE.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 11th September, and THURSDAY, the 13th September, at 9.30 A.M.

NEW ADVERTISEMENTS

TO LET.

FURNISHED FOUR ROOMED HOUSE at ROBINSON ROAD, from 1st October, for three months or more. Apply by letter to—

A. Caro of Daily Press Office.
Hongkong, 7th September, 1900. [2369]

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for Lessons in Violin, Mandolin and Portuguese Guitarra.
For terms, &c., apply to—

LANE, CRAWFORD & CO.,
Musical Department.
Hongkong, 7th September, 1900. [2370]

PRICE, \$2.50.

NOW READY—DEWEY EDITION.

TALES OF

THE MALAYAN COAST.

FROM PENANG TO THE PHILIPPINES,
by

ROUNSEVELLE WILDMAN,
Consul-General for the United States,
Hongkong.

CHOICE ILLUSTRATIONS.

BOSTON—LITTON PUBLISHING CO.
ON SALE AT

W. BREWER & CO.'S,
Queen's Road, Hongkong.
Hongkong, 7th September, 1900. [2371]

THE HONGKONG WEEKLY PRESS will

be ready to-morrow and will contain—
Leading Articles—
The Proposed Retreat from Peking.
The China Blue-book.
The Missionary Question.
The Crisis in Peking.
The Entry into Peking.
The Crisis in China.
Casualties of the North-China Field Force.
Canton.
Swatow.
Amoy.
Joint Stock Shares.
Hongkong Spinning, Weaving and Dyeing Co.
Hongkong Cricket Club.
Royal Hongkong Golf Club.
Hongkong and Fort New.
Subscription, \$15 per Annum, payable in advance; postage, 50 cents each, Cash.
Extra copies, 30 cents each, Cash.
Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 7th September, 1900.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
TO-MORROW (SATURDAY),
the 8th September, 1900, at No. 2, Ball's Court,
Donham Road, at 2.30 P.M.,
THE WHOLE OF THE
VALUABLE HOUSEHOLD FURNITURE
contained therein.

DINING ROOM—EXTENSION DINING ROOM—TABLE, SIDEBOARD, DINNER WAGGONS, DINNER, TEA AND DESSET SETS, CUTLERY, GLASSWARE, &c.

BEDROOMS—Double and Single BEDSTEADS, TOILET TABLES, DRESSING TABLES, &c., &c.

COOK HOUSE—STOVE and COOKING THINGS.

Also
A Large Variety of PLANTS in POTS.
Terms:—As Customary.
Catalogues will be issued.
On View Friday, the 7th September, 1900.
JOHN ANDREW,
Auctioneer.

Hongkong, 4th September, 1900. [2349]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by
PUBLIC AUCTION
the following
VALUABLE LEASEHOLD PROPERTIES.
Situate at ROBINSON ROAD, Victoria,
Hongkong, in 6 Lots,
on
FRIDAY,
the 14th September, 1900, at 3 P.M., at his
Sale Rooms, Ice House Lane.
Lot 1.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section A of Inland Lot No. 704, containing an area of 7,576 square feet or thereabouts.
Lot 2.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section B of Inland Lot No. 704, containing an area of 8,705 square feet or thereabouts.
Lot 3.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section C of Inland Lot No. 704, containing an area of 8,328 square feet or thereabouts.
Lot 4.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section D of Inland Lot No. 704, containing an area of 7,920 square feet or thereabouts.
Lot 5.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section E of Inland Lot No. 704, containing an area of 6,778 square feet or thereabouts.
Lot 6.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 704, containing an area of 14,485 square feet.
All the above described Lots are held for the residue of a term of 999 years and are sold subject to the existing Tenancy.
For further particulars, apply to—
C. EWENS,
Vendor's Solicitor,
or to
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 6th September, 1900. [2362]

PUBLIC AUCTION.

THE Undersigned has received instructions from MR. KATZ, Furniture Dealer (owing to his removal to new premises), to sell by Public Auction, on SATURDAY, the 15th September next, at his Store, 39, Queen's Road Central, the portion of his
STOCK-IN-TRADE, FURNITURE, FIXTURES, &c., &c.
Terms:—As Usual.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 31st August, 1900. [2315]

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half Year ended 30th June, 1900, on or before the 15th September, on which date the Accounts will be CLOSED.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 24th August, 1900. [2379]

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that SCRIPS Number 1,290 to 1,302 for 300 SHARES of this above Company, numbered 119,583 to 119,582, in the name of S. Y. TONG, of Tientsin, and that SCRIPS Number 1,263 to 1,274 for 600 Shares of the above Company, numbered 120,533 to 121,182, in the name of LIANG YU TONG, of Tientsin, having been LOST, New Scrips for same will be issued after One month from the date hereof, and the Original Scrips will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

LUTGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 30th August, 1900. [2311]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of \$1 per Share has been made in respect of the Shares not fully paid up, and that each CALL is PAYABLE, on 5th October next, to the undersigned at the Registered Offices of the Company, 38 and 40, Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th September, 1900. [2347]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION on MONDAY, 17th September, at 5.15 P.M.

P. A. & CO.
for Hon. Secretary.
Hongkong, 5th September, 1900. [2353]

RUSSIAN LESSONS WANTED.

Reply, stating terms, to—
No. 91,
Care of Daily Press Office.
Hongkong, 6th September, 1900. [2363]

WANTED.—By a Young Man, BOARD and RESIDENCE in Hongkong with an European family.

Address with lowest terms to—
F. M.,
Care of Daily Press Office.
Hongkong, 4th September, 1900. [2348]

WANTED, a EUROPEAN NURSE to accompany a Lady and two children to England.

Apply 7, DES VUEX VILLAS, The Peak, between 12.30 and 3.30 P.M.
Hongkong, 5th September, 1900. [2354]

LOONG FI HORSE REPOSITORY.

CARRIAGES for HIRE at Cheap Rates.
Apply to—
MANAGER.
Hongkong, 1st September, 1900. [2364]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [2074]

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NEW BOOKS AND NEW EDITIONS.
Breitner's Map of China, Revised and Enlarged ... \$6.50
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The Peoples and Politics of the Far East, by Henry Norman ... 4.50
Union Jack, Volume II ... 3.00
Windsor Magazine, Volume II ... 3.50
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From Sand-hill to Pine, by Breta Harte ... 1.50
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BLICKENSDERFER MANFG. CO.,
325, Broadway, NEW YORK CITY.
Cable Address "Blick."
Hongkong, 24th October, 1899. [2677]

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, ELGIN STREET, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash.
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15 to 25 per cent Discount Allowed [1636]

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SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [1925]

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HEAD OFFICE—MONTREAL.
THE above Company is prepared to issue UNCONDITIONAL POLICIES on all approved plans, and will settle claims immediately upon receipt of proof of death and without reference to the Head Office.
For Rates and other Particulars, apply to
W. J. G. WHITLEY, Acting Manager,
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TOTAL FUNDS AT 31st DECEMBER, 1899,
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I. AUTHORIZED CAPITAL ... £3,000,000 0 0
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PAID-UP CAPITAL ... 687,500 0 0
II. FIRE FUNDS ... 2,751,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

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Agents.
Hongkong, 22nd June, 1900. [1872]

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The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [53]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO.,
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Hongkong, 21st April, 1897. [9]

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The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.
A yearly premium of £28 2s (age 30) secures the following:—
£2,000 in case of death by accident.
£1,000 in case of natural death.
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£500 in case of partial total disablement by accident.
£6 per week in case of temporary disablement by accident.
Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payment).

J. Y. V. VERNON,
Agent.
Hongkong, 8th June, 1896. [1774]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAZAR & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [27]

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The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [24]

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INCORPORATED 1851.
CAPITAL ... £410,000.

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WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1512]

"L'UNION" FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [1118]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Hongkong, 29th May, 1895. [26]

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN."

Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N.C.,
and
CAPTAIN A. H. LIMPUS, R.N.
(of H.M.S. "Terrible").

The book is printed on art paper and illustrated with coloured maps and sketches.
Prices ... \$1 and \$1.50

BANKS.

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL ... £1,000,000
PAID-UP CAPITAL ... £234,374

HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS.
CHAN K. SHAN, Esq., D. GILLES, Esq.,
CHOW T. SHANG, Esq., J. T. LAUTS, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed ... 7%.

Hongkong, 23rd March, 1899. [19]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL ... Yen 5,000,000
PAID-UP CAPITAL ... " 1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.
JUICHI SOYEDA, Esq., President.
Head Office Manager: HIBOMI KAWASAKI, Esq.

BRANCHES AND AGENCIES.
Tokyo, Osaka, Kyoto, Yokohama,
Kobe, Nagasaki, Hakodate, Moji,
Tientsin, London, New York, S. Francisco,
Hongkong, Amoy, Shanghai, Tientsin,
Newchwang, Chemulpo, Fusan.

HEAD OFFICE—INTEREST ALLOWED.
On Current Accounts ... 4.75% per annum
Savings Bank 5.43% " "

On Fixed Deposits:—
For 3 months ... 6% per annum
" 6 " ... 6 1/2% " "

Credits granted on approved Securities and every description of Banking and Exchange business transacted on the chief commercial places both in Japan and abroad.

Further particulars may be obtained on application.

HIBOMI KAWASAKI,
Manager.
Taipei, 1st August, 1900. [290]

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL ... over £210,000
RESERVE LIABILITY OF SHAREHOLDERS ... fully £425,000
HOLDERS ... £635,000

HEAD OFFICE:
36, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts ... 2 per cent
Do. " 12 " notice ... 4 1/2 " "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.

Hongkong, 1st May, 1900. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,125,000
PAID-UP ... £562,500
RESERVE FUND ... £30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

ON FIXED DEPOSITS:—
For 12 months ... 4 1/2%
" 6 " ... 3 1/2%
" 3 " ... 2 1/2%

J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000
RESERVE FUND ... \$10,000,000
STERLING RESERVE ... \$10,000,000
SILVER RESERVE ... 2,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.
N. A. SIERS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq., A. J. Raymond, Esq.,
Hon. E. M. Gray, E. L. Richardson, Esq.,
A. Haupt, Esq., P. Sachs, Esq.,
Hon. J. J. Kewick, H. W. Slade, Esq.,
D. Meyer Mosse, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.

H. M. BEVIS,
Acting Chief Manager.
Hongkong, 16th August, 1900. [17 2233]

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ... £800,000
RESERVE LIABILITY OF SHAREHOLDERS ... £800,000
RESERVE FUND ... £522,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

T. E. SANSON,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... " 18,000,000
CAPITAL UNCALLED ... " 6,000,000
RESERVE FUND ... " 8,000,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES.
Tokyo, Kobe, Nagasaki,
London, Lyons, New York,
San Francisco, Honolulu, Bombay,
Shanghai, Tientsin, Newchwang.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARR'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5 1/2 per annum.
" 6 " 4 1/2 " "
" 3 " 3 1/2 " "

S. CHOH,
Hongkong Manager.
Hongkong, 17th April, 1900. [758]

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL ... Sh. Taelis \$500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
UNION BANK OF LONDON, LTD.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLAENDER,
Acting Manager.
Hongkong, 8

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---------------------------------------|------------------|-------------|-------|----------------------|---------------------------|-----------------------------|
| LONDON | JAVA | Brit. str. | — | G. W. Jordan, R.N.R. | P. & O. S. N. Co. | To-day, at Noon. |
| LONDON & VIA PORTS OF CALL | PARRAMATTA | Brit. str. | — | A. Symons | P. & O. S. N. Co. | On 16th inst., at Noon. |
| LONDON VIA SUEZ CANAL | GLAUCUS | Brit. str. | — | Barwise | BUTTERFIELD & SWIRE | On 18th inst. |
| LONDON VIA SUEZ CANAL | ALCINOUS | Brit. str. | — | Pulford | BUTTERFIELD & SWIRE | On 2nd Oct. |
| LIVERPOOL DIRECT | HECTOR | Brit. str. | — | Barr | BUTTERFIELD & SWIRE | On 20th inst. |
| BREMEN, VIA PORTS OF CALL | PREUSSEN | Ger. str. | — | Schmidt | MISAGRIE'S MARITIMES | On 20th inst., at Noon. |
| MARSEILLES, &c., VIA PORTS OF CALL | YARRA | Fr. str. | — | J. S. Thompson | NIPPON YUSEN KAISHA | On 21st inst., at 1 p.m. |
| MARSEILLES, &c. | KAWACHI MARU | Jap. str. | — | Brattin | CARLOWITZ & CO. | On or about 21st inst. |
| HAVRE & HAMBURG | SIBIRIA | Ger. str. | — | Jager | CARLOWITZ & CO. | On or about 30th inst. |
| HAVRE & HAMBURG | SAXONIA | Ger. str. | — | Sachs | CARLOWITZ & CO. | On or about 12th Oct. |
| HAVRE & HAMBURG | SERBIA | Ger. str. | — | Schude | CARLOWITZ & CO. | On or about 20th Oct. |
| HAVRE & HAMBURG | BAMBERG | Ger. str. | — | Jacobs | CARLOWITZ & CO. | On or about 31st Oct. |
| NEW YORK VIA SUEZ CANAL | AFRIDI | Brit. str. | — | Hildebrandt | DOUGLAS & CO., LIMITED | On or about 12th inst. |
| NEW YORK VIA SUEZ CANAL | GLENSK | Brit. str. | — | G. A. Lee, R.N.R. | SHAW, TOMES & CO. | On or about 15th inst. |
| NEW YORK VIA SUEZ CANAL | ORWELL | Brit. str. | — | J. Kennedy | JARDINE, MATHESON & CO. | On or about 25th inst. |
| NEW YORK VIA SUEZ CANAL | ASTORIA | Ger. str. | — | Hildebrandt | CARLOWITZ & CO. | On or about 10th Oct. |
| VICTORIA, B.C., & TACOMA VIA SHANGHAI | DUKE OF FIFE | Brit. str. | — | G. A. Lee, R.N.R. | DOUGLAS & CO., LIMITED | To-morrow. |
| VANCOUVER, VIA SHANGHAI &c. | EMPEROR OF JAPAN | Brit. str. | — | J. Kennedy | CANADIAN PACIFIC R. Co. | On 20th inst. |
| PORTLAND, OREGON | SKARPSNO | Brit. str. | — | J. Kennedy | T. M. STEVENS & CO. | Quick despatch. |
| PORTLAND, OREGON, &c. | MONMOUTHSHIRE | Brit. str. | — | J. Kennedy | DODWELL & CO., LIMITED | On 20th Oct. |
| SAN FRANCISCO VIA SHANGHAI, &c. | CITY OF PEKING | Amr. str. | — | J. Kennedy | PAIFIC MAIL S. S. Co. | On 18th inst. |
| SAN FRANCISCO VIA AMOY, &c. | AMERICA MARU | Jap. str. | — | Nelson | PAIFIC MAIL S. S. Co. | On 12th inst., at Daylight. |
| SAN FRANCISCO VIA NAGASAKI, &c. | GALICIA | Brit. str. | — | Nelson | BUTTERFIELD & SWIRE | On 27th inst., at Noon. |
| SAN DIEGO, &c., VIA SHANGHAI, &c. | BERGENHUS | Brit. str. | — | Nelson | BUTTERFIELD & SWIRE | On 20th inst., at Noon. |
| AUSTRALIAN PORTS | TAIYUAN | Brit. str. | — | Nelson | NIPPON YUSEN KAISHA | On 28th inst., at 4 p.m. |
| YOKOHAMA, VIA NAGASAKI & KOBE | SHINANO MARU | Brit. str. | — | Nelson | P. & O. S. N. Co. | On or about 15th inst. |
| NAGASAKI, KOBE & YOKOHAMA | ROSETTA | Jap. str. | — | C. C. Talbot, R.N.R. | NIPPON YUSEN KAISHA | On 20th inst., at Noon. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | YAWATA MARU | Fr. str. | — | Duchateau | MISAGRIE'S MARITIMES | On or about 10th inst. |
| SHANGHAI & KOBE | INDUS | Brit. str. | — | F. J. Fox | P. & O. S. N. Co. | On or about 13th inst. |
| SHANGHAI | BENGAL | Brit. str. | — | S. Barnham | P. & O. S. N. Co. | On or about 15th inst. |
| SWATOW | THALES | Passenger | — | H. Nagata | DOUGLAS LARPAK & CO. | To-day, at Noon. |
| SWATOW, AMOY & TAMSUI | TAMUI MARU | Jap. str. | — | S. Atami | MISUI BUSSAN KAISHA | On 19th inst., at Daylight. |
| SWATOW, AMOY & TAIWANFOO | ANPING MARU | Jap. str. | — | G. Robinson | MISUI BUSSAN KAISHA | To-day, at 4 p.m. |
| MANILA DIRECT | SUNGKIANG | Brit. str. | — | R. W. Almond | BUTTERFIELD & SWIRE | On 19th inst., at 5 p.m. |
| MANILA DIRECT | ESMERALDA | Brit. str. | — | Geo. T. Blackland | SHAW, TOMES & CO. | On 20th inst., at Noon. |
| MANILA | TAIYUAN | Brit. str. | — | Nelson | DAVID SASSOON, SONS & CO. | To-morrow, at 1 p.m. |
| SINGAPORE, PENANG & CALCUTTA | LIGHTNING | Brit. str. | — | J. G. Spence | CARLOWITZ & CO. | On 11th inst., at Noon. |
| SINGAPORE, PENANG & BOMBAY | BISAGNO | Ital. str. | — | Magazzini | MELCHERS & CO. | Quick despatch. |
| SANDAKAN | SANDAKAN | Ger. str. | — | Muhle | NIPPON YUSEN KAISHA | On 13th inst., at Noon. |
| BOMBAY, VIA SINGAPORE & COLOMBO | HIROSHIMA MARU | Jap. str. | — | P. Yoshizawa | | |

SHIPPING.

ARRIVALS.
 Sept. 6, HERRIES, Norwegian str., 949, J. C. Jansen, Canton 5th September, General.—JARDINE, MATHESON & CO.
 Sept. 6, CHINA, German steamer, 1,113, Voss, Moji 29th Aug., Ballast.—STENZSEN & CO.
 Sept. 6, FEICHING, British str., 937, Gordon, Shanghai 30th Aug., and Foochow 4th Sept., General.—CHINESE.
 Sept. 6, JAVA, British steamer, 4,693, G. W. Gordon, R.N.R., Foochow 4th Sept., General.—P. & O. S. N. Co.
 Sept. 6, AILIER, British str., 2,590, St. John George, Kobe 29th Aug., and Foochow 4th Sept., General.—GIBB, LIVINGSTON & CO.
 Sept. 6, AACHEN, German transport, 3,832, Claus, Polack, from Bremen.
 Sept. 6, HESKETH, British str., 1,385, Klopfer, Shanghai 3rd Sept., General.—CHINESE.
 Sept. 6, TAMUI MARU, Jap. str., 1,075, Nagata, Tamsui, Amoy and Swatow 5th September, General.—M. B. KAISHA.
 Sept. 6, DECIDEE, French gunboat, 660, Leanny, Saigon 1st September.
 Sept. 6, SINAI, French transport, 2,784, Marembetto, Marseilles 15th June, Tonbu 26th July and Kwong-chow-wan 5th September.
 Sept. 6, PHEANANG, German str., 1,921, A. Calder, Bangkok 31st August, General.—MELCHERS & CO.

CLEARANCES.

Hikosa Maru, Japanese str., for Kutchinotzu, Sandakan, German str., for Sandakan.
 Siam, British str., for Singapore.
 Hailan, French str., for Hailan.
 Ningpo, British str., for Hongkong.

DEPARTURES.

Sept. 6, COPTIC, British str., for San Francisco.
 Sept. 6, NANKIN, British transport, for Bombay.
 Sept. 6, HAMBURG, German str., for Shanghai.
 Sept. 6, P. HEINRICH, Ger. str., for Europe.
 Sept. 6, TOONAN, Amr. str., for Shanghai.
 Sept. 6, LORANG, British str., for Vladivostok.
 Sept. 6, ELM BRANCH, British str., for Kotsu.
 Sept. 6, AUSTRALIAN, British str., for Kobe.
 Sept. 6, HALLAN, French str., for Hailan.
 Sept. 6, RICHMOND CASTLE, British str., for New York.
 Sept. 6, NINGPO, British str., for Hongkong.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Argus, Emerald, Longwood, Olympia, Kong Beng, Canning, Tai On, Pakshan.
 COSMOPOLITAN DOCK.—Stanfield, Nanshan.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
 NORWOOD, British str., Thos. Roy—Order.
 PETER RICKMAN, German ship, Scholer.—Arnhold, Karberg & Co.
 AUSTRALIAN, British steamer, Helms.—Gibb, Livingston & Co.
 LIGHTNING, British str., Spence.—D. SASSOON, Sons & Co.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 THE Company's Steamship

FOR SWATOW.
 "THALES,"
 Captain Passmore, will be despatched for the above port TO-DAY, the 7th inst., at Noon.
 For Freight or Passage, apply to
 DOUGLAS LARPAK & CO.,
 General Managers.
 Hongkong, 6th September, 1900. [2364]

CHINA NAVIGATION COMPANY, LIMITED.
 THE Company's Steamship

FOR MANILA.
 "SUNGKIANG,"
 Captain G. Robinson, will be despatched as above TO-DAY, the 7th inst., at 4 p.m.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 3rd September, 1900. [2344]

THE Company's Steamship

FOR PORTLAND, OREGON.
 "SKARPSNO,"
 Captain H. Nagata, will be despatched for the above port on SUNDAY, the 10th inst., at 5 p.m.
 This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 5th September, 1900. [2361]

THE Company's Steamship

FOR SINGAPORE, PENANG AND BOMBAY.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALCUTTA.

Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
 "BISAGNO,"
 Captain Magazzini, will be despatched as above on TUESDAY, the 11th inst., at Noon.
 At Bombay the steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 5th September, 1900. [7]

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 THE Company's Steamship

FOR MANILA DIRECT.
 "MENMUIR,"
 Captain E. W. Almond, will be despatched as above TO-DAY, the 7th inst., at 5 p.m.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 4th September, 1900. [2352]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship

"LIGHTNING,"
 Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 8th inst., at 1 p.m.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 6th September, 1900. [2351]

THE OSAKA SHOSHEN KAISHA, LIMITED.
 THE Company's Steamship

FOR SWATOW, AMOY, AND TAMSUI.
 "TAMUI MARU,"
 Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 10th inst., at Daylight.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISEA,
 Agents.
 Hongkong, 4th September, 1900. [15]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 THE Company's Steamship

FOR MANILA DIRECT.
 "ESMERALDA,"
 Captain Geo. T. Blackland, will be despatched as above on MONDAY, the 10th September, at 5 p.m.
 This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 5th September, 1900. [2361]

FOR PORTLAND, OREGON.
 (Booking Cargo for San Francisco and Overland Points).
 THE Steamship

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINI UNITED COMPANIES).
 STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALCUTTA.

Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
 "BISAGNO,"
 Captain Magazzini, will be despatched as above on TUESDAY, the 11th inst., at Noon.
 At Bombay the steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 5th September, 1900. [7]

THE Company's Steamship

FOR SINGAPORE, PENANG AND BOMBAY.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALCUTTA.

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 CARLOWITZ & CO.,
 Agents.
 Hongkong, 5th September, 1900. [7]

THE Company's Steamship

FOR SINGAPORE, PENANG AND BOMBAY.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALCUTTA.

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 CARLOWITZ & CO.,
 Agents.
 Hongkong, 5th September, 1900. [7]

THE Company's Steamship

FOR SINGAPORE, PENANG AND BOMBAY.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALCUTTA.

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 CARLOWITZ & CO.,
 Agents.
 Hongkong, 5th September, 1900. [7]

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 CARLOWITZ & CO.,
 Agents.
 Hongkong, 5th September, 1900. [7]

THE Company's Steamship

FOR SINGAPORE, PENANG AND BOMBAY.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALCUTTA.

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 Captain Magazzini, will be despatched as above on TUESDAY, the 11th inst., at Noon.
 At Bombay the steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 5th September, 1900. [7]

THE Company's Steamship

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|---------------|--|----------------------------------|
| * SIBIRIA | HAVE & HAMBURG | About 21st, Freight and Passage. |
| SAXONIA | HAVE & HAMBURG | About 30th, Freight. |
| Capt. Jäger | (London with transshipment in Hamburg) | Sept. |
| SERBIA | HAVE & HAMBURG | About 12th, Freight. |
| Capt. Sachs | (London with transshipment in Hamburg) | October. |
| * KONIGSBERG | HAVE & HAMBURG | About 20th, Freight and Passage. |
| Capt. Schuler | (London with transshipment in Hamburg) | October. |
| BAMBERG | HAVE & HAMBURG | About 31st, Freight. |
| Capt. Jacobs | (London with transshipment in Hamburg) | October. |

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO.,
 AGENTS.
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 21st August, 1900. [13]

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN." Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 26th Sept., 1900
 "EMPEROR OF CHINA." Comdr. H. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900
 "EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 10 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and of the CANADIAN PACIFIC RAILWAY, which have daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
 Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder Street.
 Hongkong, 30th August, 1900. [9]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|----------------|--|----------------------------------|
| HIROSHIMA MARU | { BOMBAY, SINGAPORE and CO. } S. Yoshizawa | THURSDAY, 13th Sept., at Noon. |
| YAWATA MARU | { NAGASAKI, KOBE and YOKO- } A. E. Moses | THURSDAY, 20th Sept., at Noon. |
| KAWACHI MARU | { MANTSEILLES, LONDON, and } J. S. Thompson | FRIDAY, 21st Sept., at DAYLIGHT. |
| SHINANO MARU | { SYDNEY and MELBOURNE, via } A. E. Moses | FRIDAY, 28th Sept., at 4 P.M. |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
 Manager.
 Hongkong, 4th September, 1900. [12]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,
 PORT SAID, NAPLES, GENOA, ANTWERP,
 BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | THURSDAY | SAILING DATES. |
|------------------------------------|-----------|----------------------|
| PREUSSEN | WEDNESDAY | 20th September. |
| HAMBURG (Hamburg-Amerika Linie) | WEDNESDAY | 3rd October. |
| SACHSEN | WEDNESDAY | 17th October. |
| OLDENBURG | WEDNESDAY | 31st October. |
| BAYERN | WEDNESDAY | 14th November. |
| STUTTGART | WEDNESDAY | 28th November. |
| KONIG ALBERT | WEDNESDAY | 12th December. |
| PRINZ HEINRICH | WEDNESDAY | 26th December. |
| PREUSSEN | WEDNESDAY | 9th January, 1901. |
| HAMBURG (Hamburg-Amerika Linie) | WEDNESDAY | 23rd January, 1901. |
| SACHSEN | WEDNESDAY | 6th February, 1901. |
| KIAUTSCHOU (Hamburg-Amerika Linie) | WEDNESDAY | 20th February, 1901. |

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SANDAKAN.
Calling at KUPAT if sufficient inducement offers.
The Company's Steamship
"SANDAKAN"
Captain Muhle, will be ready to load for the above port on the 4th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 1st September, 1900. [2325]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEK, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th September, 1900, at 1 p.m., the Company's Steamship "YARRA," Captain Schmidt, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Bombay.
This Steamship connects at COLOMBO with the s.s. *Ville de la Clotilde*, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 9th Sept. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 28th August, 1900. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"INDUS"
Captain Duchateau, will be despatched for the above ports on or about MONDAY, the 10th instant, instead of as previously notified.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 7th September, 1900. [2]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"AFRIDI"
will be despatched for the above port on or about the 12th instant, and will be followed by the Steamship
"MARIA DE LARRINAGA"
on or about the 25th instant.
For Freight apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 4th September, 1900. [2054]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"PARRAMATTA"
Captain A. Simons, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 15th September, 1900, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong 3rd September, 1900. [1]

NEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship
"GLENESK"
will be despatched for the above port on or about 15th September, 1900.
To be followed by Steamship
"ANAPA"
about 15th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th August, 1900. [2223]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ORWELL"
will be despatched as above on or about the 25th instant.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 6th September, 1900. [2356]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship
"ASTORIA"
Capt. Hillbrandt, will be despatched for the above port on or about 10th October.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st August, 1900. [2317]

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAY, 12, 1900, at NOON.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Twin-Screw Steamship
"AMERICA MARU"
will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 12th Sept., 1900, at DAY, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency at the Company's, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 29th August, 1900. [3]

Occidental and Oriental Steamship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.
COPRIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th September, 1900, at NOON.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 7th September, 1900. [4]

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS" 4,006 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 25th September.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1900. [14]

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th September, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 29th August, 1900. [3]

Occidental and Oriental Steamship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS" 4,006 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 25th September.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1900. [14]

VESSELS ON THE BERTH.

THE OKASA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.
THE Company's Steamship
"ANPING MARU"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 19th Sept., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 5th September, 1900. [1443]

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"ALCINOUS"
Captain Pulford, will be despatched as above on TUESDAY, the 2nd October.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th August, 1900. [2278]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with LLOYD'S CHINA SERVICE NAVIGATION CO.'s fortnightly service lines to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

HONGKONG.
Airlie, British steamer, 2,500, George, Sept. 6, Gibb, Livingston & Co.
America Maru, Jap. str., 3,353, Going, Sept. 1, Toyo Kisen Kaisha.
Bismarck, Italian str., 1,510, Maganzini, Sept. 3, Cunewitz & Co.
China, German steamer, 1,113, Voss, Sept. 6, Siemens & Co.
Duke of Fife, British str., 2,260, Cox, Sept. 1, Dodwell & Co., Limited.
Esmeralda, British str., 966, Blackland, Aug. 31, Shawwa, Tames & Co.
Feiching, British str., 987, Gordon, Sept. 6, Chinese.
Flores, Dutch steamer, 2,823, Ounchand, Sept. 1, Butterfield & Swire.
Haitian, British steamer, 1,138, Roach, Sept. 4, Douglas Lapraik & Co.
Hanoi, French steamer, 749, Pannier, Sept. 5, A. R. Marty.
Hermes, Norwegian str., 840, Jensen, Sept. 1, Jardine, Matheson & Co.
Hikosa Maru, Jap. str., 2,204, Hallstrom, Sept. 2, M. B. Kaisha.
Hsinchi, British str., 1,385, Klopfer, Sept. 6, Chinese.
Hus, French steamer, 704, Gullinas, Sept. 1, A. R. Marty.
Iburi Maru, Jap. str., 1,334, Okuma, Sept. 5, Japanese.
Java, British steamer, 2,603, Gordon, Sept. 6, P. & O. S. N. Co.
Kara, British steamer, 1,507, Griffiths, Sept. 2, Government.
Kong Beng, German str., 862, Fuchs, Aug. 23, Butterfield & Swire.
Lighthouse, British str., 2,122, Spence, Aug. 31, David Sassoon, Buns & Co.
Lionel, British str., 1,047, Cox, Sept. 1, Siemens & Co.
Loyal, German str., 1,237, Lorenzen, Aug. 30, Jardine, Matheson & Co.
Mansueta, British str., 1,644, Cox, Aug. 28, Jardine, Matheson & Co.
Memmut, British str., 1,298, Almond, Sept. 4, Shawwa, Tames & Co.
Munchen, German steamer, H. Kreiss, Aug. 23, Melchers & Co.
Olympia, British str., 1,730, Truebridge, Sept. 3, Dodwell & Co., Limited.
Pakehan, British str., 1,235, Jenkins, Aug. 31, Bradley & Co.
Piranaung, German str., 1,021, Calder, Sept. 6, Melchers & Co.
Sado Maru, Jap. str., 6,222, Thompson, Sept. 5, Nippon Yusen Kaisha.
Sandalan, German str., 2,111, Muhle, Aug. 23, Melchers & Co.
Siam, British steamer, 992, Holton, Sept. 4, Bradley & Co.
Snagging, British str., 1,021, Robinson, Sept. 2, Butterfield & Swire.
Tachikow, German str., 862, Reher, Sept. 1, Butterfield & Swire.
Tannu Maru, Jap. str., 1,075, Nagata, Sept. 6, M. B. Kaisha.
Thales, British str., 820, Passmore, Sept. 5, Douglas Lapraik & Co.
Bittern, British str., 399, Askin, Aug. 28, Siemens & Co.
Hamburg, British str., 1,649, Caldwell, Aug. 30, Standard Oil Co.
Mannal, German str., 1,650, Small, Aug. 31, Standard Oil Co.
Norwood, British str., 1,593, Roy, July 31, Order.
Peter, German str., 4th ship, 2,751, Scholer, Aug. 11, Standard Oil Co.
President, British str., 750, Munro, Aug. 24, Siemens & Co.
Sachsen, Amr. bark, 1,267, Nicklos, July 13, Standard Oil Co.
Serrano, Amr. bark, 858, Bartaby, Aug. 15, Standard Oil Co.
Sierra Estrella, British ship, 1,397, Farmer, July 8, Dodwell & Co., Limited.
Stanfield, British bark, 362, Wilson, June 22, Order.
Tam O'Shanter, Amr. ship, 1,432, Ballard, May 16, Standard Oil Co.
Topgallant, Amr. bark, 1,200, Sunvauld, Aug. 31, Order.
Westgate, British ship, 1,830, Neville, Aug. 9, Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacriti, despatch-boat, 2,000 h.p., Comdr. C. C. F. M. Cruick, at Shanghai.
Algerie, sloop, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Taku.
Argonaut, British battleship, 11,000, Capt. G. H. Cherry, R.N., at Hongkong.
Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Newchwang.
Barbar, battle-ship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrander, at Taku.
Donavento, cruiser, 10 guns, 7,000 h.p., Capt. J. C. Sawle, at Shanghai.
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore.
Bismarck, gunboat, Capt. Philip Walter, at Hongkong.
Centaur, flag-ship, 14 guns, 9,000 h.p., Capt. J. E. Jellicoe, at Shanghai.
Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. W. Winton-Ingram, at Wuhu.

Admiral Korniloff, Russian protected cruiser, 18 guns, 9,000 h.p., Capt. Jakovlev, at Nagasaki.
Albatross, German gunboat, 2 guns, 1,200 h.p., at Zambouanga.
Albatross, Russian gunboat, 8 guns, 1,200 h.p., at Vladivostok.
Albatross, French cruiser, 300, Lieut. Aoun, at Shanghai.
Asper, Austrian cruiser, Capt. Wm. Weber, at Shanghai.
Aspie, French gunboat, 6 guns, 433 h.p., Capt. J. Cornet, at Bangkok.
Baltique, American protected cruiser, 10 guns, 4,413 h.p., Capt. J. M. Forsyth, at S'pore.
Basco, American gunboat, Naval Cadet J. W. Greenhalgh, at Manila.
Bennington, American gunboat, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Cebu.
Bobbe, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Nagasaki.
Brandenburg, German cruiser, Capt. Rosendahl, at Kioochow.
Brooklyn, American (flagship) armoured cruiser, Captain C. M. Thomas, at Nagasaki.
Brutus, American collier, Lieut. Comdr. C. J. Boush, at Guam.
Buffalo, American cruiser, Capt. C. T. Hutchins, at Taku.
Cankin, American gunboat, Ensign A. H. McCarthy, at Manila.
Calico, American gunboat, 1 gun, 55 h.p., Lieut. G. B. Bradshaw, at Zambouanga.
Carlo Alberto, Italian cruiser, Comdr. Cate, at Singapore.
Castine, American gunboat, 8 guns, 2,199 h.p., Comdr. C. G. Bowman, at Shanghai.
Celtic, American supply ship, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Sydney.
Comete, French gunboat, Capt. Louel, at Canton.
Concord, American gunboat, 6 guns, 3,405 h.p., Comdr. H. G. O. Colby, at Hilo.
Culgoa, American supply ship, Lieut. Comdr. E. C. Goring, at Sydney.
Decatur, German gunboat, Capt. Leanny, at Hongkong.
D'Entrecasteaux, French flag-ship, 14 guns, 13,500 h.p., Capt. de Marolles, at Japan.
Deserres, French cruiser, Captain Philibert, at Japan.
Dimrit Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Comdr. Sharon, at Vladivostok.
Don Juan de Austria, American gunboat, Com. T. C. McLean, at Canton.
Eclair, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku.
Elba, Italian cruiser, 18 guns, Capt. Cecconi, at Shanghai.
Fieramosca, Italian cruiser, Capt. Carlo Negri, at Shanghai.
Friant, French cruiser, 933 tons, Capt. Adam, at Shanghai.
Galileo, Russian torpedo-boat, 18 guns, 3,600 h.p., Capt. Sabranoff, at Vladivostok.
Gardopoli, American gunboat, Ensign G. Chase, at Manila.
Gedon, German cruiser, 10 guns, 9,000 h.p., Capt. Kollmann, at Shanghai.
General Alava, American gunboat, Lieut. Comdr. C. E. Fox, at Manila.
Glaucos, American supply ship, Comdr. W. H. Byerett, at Manila.
Grenatichy, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Mikhalevsky, at Nagasaki.
Guichen, French cruiser, Captain Perem, at Taku.
Hansa, German cruiser, 35 guns, Capt. Pohle, at Taku.
Hela, German torpedo-boat, Capt. Rampold, at Kioochow.

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Hela, German torpedo-boat, Capt. Rampold, at Kioochow.

VESSELS ON THE BERTH.

Dido, cruiser, 2nd class, Capt. P. F. Tillard, at Weihaiwei.

Eadyon, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.
Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chalkwick, at Shanghai.

THE WEATHER.